

GREAT NORTHERN (IRELAND) RAILWAY.

RETURN to an Order of the Honourable The House of Commons,
dated 24 February 1892;—for,

COPY "of the REPORT of Inquiry by the Board of Trade, and of the
CORRESPONDENCE relative to the Condition of the Line and Rolling Stock,
the Insufficiency of the Accommodation, and the Inadequacy of the Train
Service from *Dundalk* to *Bundoran* and *Londonderry*, via *Banishillen*, on the
GREAT NORTHERN (IRELAND) RAILWAY."

Board of Trade,
February 1892. }

HENRY G. CALCRAFT.

(*Sir Michael Hicks Beach.*)

Ordered, by The House of Commons, to be Printed,
25 February 1892.

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COPY of the REPORT of Inquiry by the Board of Trade, and of the CORRESPONDENCE relative to the Condition of the Line and Rolling Stock, the Insufficiency of the Accommodation, and the Inadequacy of the Train Service from *Dundalk* to *Bundoran* and *Londonderry*, via *Enniskillen*, on the GREAT NORTHERN (IRELAND) RAILWAY.

— No. 1. —

Mr. Jordan, M.P., to Board of Trade.

Re Great Northern Railway (Ireland) Company.

Sir,

House of Commons, 3 June 1891.

In view of the discussion in reference to the Great Northern Railway (Ireland) Bill in the House on Friday evening, 29th May last, and the suggestion by the Chairman of Ways and Means, that possibly your Board might be able to influence the Company to effect the reforms indicated, or the Railway Commissioners to interpose, I hereby solicit your aid, moral or legal, on our behalf.

The travelling community, in Ulster chiefly, where this Company has the monopoly, are, from several communications I have had, greatly interested in this matter.

But I desire specially, at present, to direct your attention to that section of their line from *Dundalk* Quay Station, *Dundalk*, to *Bundoran* and *Londonderry*, via *Enniskillen*. I protest, and complain, in the name of the several towns and localities interested,—

1. That at the north-east platform, at the *Enniskillen* Station, there are no waiting-rooms, to shelter from inclement weather, nor urinals, lavatory, nor water-closets.
2. To some extent this state of affairs obtains at other stations both on the *Bundoran* and main lines.
3. The slopes, permanent way, yards, sheds, approaches, even some platform and other porters, are in many instances found to be not only in a slovenly but in a filthy condition.
4. The third-class carriages in many cases are old, filthy, and otherwise uncomfortable, and, with the exception of an odd carriage, and that only recently, are not, as in England and Scotland, upholstered; in fact, little regard is paid to the comfort of third-class passengers.
5. There is no proper protection to the non-smoking traveller from smokers in third-class compartments.
6. The Company does not provide separate compartments for its workmen, but, irrespective of their condition and their tools, they trespass on passengers who pay their way, often to their great annoyance.

We further complain of inadequate train service, from *Enniskillen* to *Clones* in the evening, and from *Clones* to *Enniskillen* in the morning.

1. The first train arriving at *Enniskillen* in the morning is at 11.30 on the down line from *Clones*.
2. The last train to leave *Enniskillen* to *Clones* is at 4.25 p.m.

3. We

3. We ask that the up train from Derry arriving at Enniskillen at 7.15 in the evening, should, instead of stopping as it does at Enniskillen, run on 20 miles farther, to Clones, to meet the night 9 o'clock mail from Clones to Dublin, *via* Portadown.

4. And that a train for Derry, should, instead of starting from Enniskillen as now, start from Clones so as to arrive at Enniskillen some time before 10 o'clock in the morning, thereby enabling boys and girls to get to the Enniskillen schools, suitors, witnesses, &c. to get to court, and others to business and other pursuits.

5. We ask for one train, each way, on Sunday, namely from Dublin, Dundalk, and Belfast to Derry, and from Derry back to those places.

I trust your Board will be able to assist us in our efforts to improve our localities and our position, or afford us such information as may enable us to do so.

The Right Honourable
the President of the Board of Trade.

I have, &c.
(signed) *Jeremiah Jordan.*

— No. 2. —

Board of Trade to Mr. Jordan, M.P.

Board of Trade (Railway Department),
London, S.W., 12 June 1891.

Sir,

WITH reference to your letter of the 3rd instant addressed to the President, I am directed by the Board of Trade to inform you that they have directed Major General Hutchinson to inquire into and report to them upon the statements made in your letter as to the condition of the line and rolling stock, the insufficiency of the station accommodation, and the inadequacy of the train service from Dundalk to Bundoran and Londonderry, *via* Enniskillen, on the Great Northern Railway.

General Hutchinson will communicate with you on the subject.

I am, &c.
Jeremiah Jordan, Esq., M.P., &c. &c., (signed) *Henry G. Calcraft.*
House of Commons.

— No. 3. —

Board of Trade to the Great Northern (Ireland) Railway Company.

Board of Trade (Railway Department),
London, S.W., 12 June 1891.

Sir,

I AM directed by the Board of Trade to transmit to you, to be laid before the Directors of the Great Northern Railway Company, the enclosed copy of a communication from Mr. J. Jordan, M.P., calling attention to the condition of the line and rolling stock, to the insufficiency of the accommodation, and the inadequacy of the train service from Dundalk to Bundoran and Londonderry, *via* Enniskillen.

I am to inform you that Major General Hutchinson, C.B., R.E., has been directed to inquire into and report to this Department in the matter.

General Hutchinson will communicate with you on the subject.

I am, &c.
The General Manager of the (signed) *Henry G. Calcraft.*
Great Northern Railway Company (Ireland).

Board of Trade to Great Northern (Ireland) Railway Company.

Board of Trade (Railway Department)
London, S.W., 28 July 1891.

Sir,

I AM directed by the Board of Trade to forward herewith, to be laid before the Directors of the Great Northern Railway of Ireland Company, copy of Major General Hutchinson's Report upon the complaint preferred by Mr. Jordan, M.P., of the condition of the Company's line and rolling stock, insufficient accommodation, and the want of a proper train service between Dundalk and Londonderry, *via* Enniskillen, including the Bundoran branch.

I am at the same time to request that the Board of Trade may be informed as early as possible of the steps the Directors propose to take with a view to meeting the recommendations and requirements specified in Major General Hutchinson's Report.

The Secretary,
Great Northern Railway Company, Ireland.

I am, &c.
(signed) *Courtenay Boyle.*

Enclosure in No. 4.

Railway Department, Board of Trade,
Whitehall, London, S.W.,
18 July 1891.

Sir,

I HAVE the honour to report, for the information of the Board of Trade, that in compliance with the instructions contained in your Minute of the 12th ultimo, I have inquired into the cause of complaint made by Mr. J. Jordan, M.P., in his letter of the 3rd ultimo, as to the condition of the line and rolling stock, the insufficiency of the accommodation, and the inadequacy of the train service between Dundalk and Londonderry, *via* Enniskillen, including the Bundoran branch, on the Great Northern Railway of Ireland.

In the course of the inquiry I visited nearly all the stations on the above-mentioned portion of the railway, and held a meeting at Enniskillen, at which Mr. Jordan attended, and called several witnesses to speak to his complaints, and at which the general manager and other officers of the railway company were also present.

Mr. Jordan's complaints divide themselves into two main heads,—1st, as to the insufficiency of accommodation at certain stations, and as to the condition of parts of the line, and of some of the rolling stock; and, 2nd, as to the inadequacy of the train service on portions of the line.

As it was to the second head that he first addressed himself, and to which he evidently attached most importance, I propose in the first instance to consider the subject of complaint with reference to the inadequacy of train service.

This complaint really resolves itself into the want of a later train in the evening from Enniskillen to Clones, the latest at present being at 4.25 p.m., and of an earlier train in the morning from Clones for Enniskillen and Derry, the earliest train (except twice a week) now starting at 10.27 a.m., but which proceeds no further than Enniskillen, where it arrives at 11.20 a.m., and where a passenger has to wait two hours for a train on to Derry. On Tuesdays and Thursdays a mixed train starts from Clones at 8.10 a.m. and arrives at Enniskillen at 9.5 a.m., but there is no twice-a-week late train from Enniskillen to correspond with this early train.

The necessity of an early daily train was advocated by Mr. W. R. Cooney, a merchant in Enniskillen, in the interests of school children living near stations along the line between Clones and Enniskillen, who were now quite precluded from taking advantage of the educational establishments of Enniskillen, particularly of a new one called Praetoria. Mr. Cooney referred to the fact that many years ago a daily train from Clones had been run, arriving in Enniskillen about 9 a.m., but that the directors of the Great Northern Railway had refused upon application to re-establish this train.

In

In reply to Mr. Cooney, the general manager stated that the train was taken off as it did not pay to run it, and that the present twice-a-week early train was run at a great loss.

The next witness in favour of an early and late train was Mr. L. P. Knight, sheriff for Fermanagh, residing at Maguire's Bridge. He stated that such trains were needed in the interests of jurors, of whom there were 100 twice-a-year, and 120 four-times a year, besides barristers and others, requiring to come from stations south of Enniskillen early in the morning and to return in the evening. For the accommodation of these persons he thought that a morning train arriving at Enniskillen between 9 and 10 a.m. should be run, and that the train from Derry, now stopping at Enniskillen at 7.15 p.m., should be continued to Clones.

In reply to this witness, the general manager said that he had, on the 10th December 1890, offered to run a special train from Clones to Enniskillen and back for assize purposes, on being communicated with by an officer of the court of assize.

The third witness was Mr. R. Richardson, a merchant at Lisbellaw, the next station south of Enniskillen, and five miles distant from it, who spoke of the great want of an early and late train between Clones and Enniskillen for the convenience of all classes residing south of Enniskillen, as far even as Carrac. He adduced the curious fact that, according to the existing train arrangements, it was impossible to go by train from Lisbellaw, five miles south of Enniskillen, to Ballinamallard, five and a half miles north of it, and back, the same day.

Mr. J. Eadie, a woollen manufacturer at Lisbellaw, gave evidence as to the necessity of an early and late train between Clones and Enniskillen.

Various suggestions were offered as to the means by which the wished-for additional train accommodation might be more readily provided, one being to offer the railway company a certain amount of guarantee against any additional loss which might arise in running the desired trains, over and above the loss which was already stated to be made in running the 10 a.m. train from Enniskillen to Derry; another was to make the 7.16 a.m. goods train from Clones a mixed train; a third was to combine the 8.35 and 10 a.m. trains from Enniskillen into one train, and put on a train from Clones to run in connection with it.

Mr. Jordan spoke as to the grave want of the additional train service demanded by the foregoing witnesses, viz., an early train from Clones to meet the 8.35 a.m. train from Enniskillen to Derry, and the continuation of the train from Derry, reaching Enniskillen at 7.15 p.m., to Clones. He thought that the argument that such train would not pay should not be the only consideration allowed to enter into the decision of the matter.

In reply, Mr. Robertson, the general manager, said that he did not hold the opinion that no train should ever be run which did not pay, but that the cost of running the additional trains desired would be, judging from the returns of the early train now run twice a week from Clones to Enniskillen, 1,214 l. per annum (estimated at a cost per train mile of 2s. 7d.) over and above that of this train, and that judging from past experience of the running of such trains many years ago he did not think the return per mile would equal that derived from the train now run twice a week, and that the prospective loss on the running of the proposed trains was a matter for very serious consideration, which it, as well as the various propositions brought forward in connection with it, should receive.

From the railway point of view there are naturally grave objections to running trains which it is felt must involve considerable loss, but at the same time I am fully of opinion that a railway company is bound to consider the reasonable wants of the localities through which their line runs. In the present case it certainly seems only reasonable that it should be possible for persons residing in the neighbourhood of Clones (only 22 miles from Enniskillen), and the intermediate stations between it and Enniskillen, to get to Enniskillen before 11.20 a.m., which they now can do only twice a week, and to return from it later than 4.35 p.m., which they now cannot do at all. It should also be practicable for persons residing between Clones and Enniskillen to be able to go and return the same day to and from places between Enniskillen and Londonderry, and do business at them; this they can only now do on two days

in the week except as regards Drogheda Road, Fintona, and Omagh, where the time between the arrival of the up train and departure of the down train varies between one and a-half hours at Drogheda Road and three-quarters of an hour at Omagh. In passing it may be observed that ample facilities are afforded to persons residing between Londonderry and Enniskillen for reaching places south of Enniskillen and for returning the same day.

I would therefore recommend the Board of Trade to strongly press upon the directors of the Great Northern Railway of Ireland the importance of meeting what appears to me to be the reasonable desire expressed at the inquiry.

(1.) By running daily an early train from Clones, so as to arrive at Enniskillen in time for children residing between Clones and Enniskillen to go to the model school at Enniskillen, this train being available for jurors and others having to attend the assizes, &c., when held, and also enabling merchants and others to do business at towns north of Enniskillen and return home the same day, and

(2.) By running daily a late train from Enniskillen after the arrival of the train from Derry due at 7.15 p.m., so as to enable persons to return from the north to Clones and intermediate stations at a later hour than at present, the last train for Clones now starting at the inconveniently early hour of 4.25 p.m. Mr. Jordan did not press the demand for a Sunday train between Dublin and Derry. This train did not seem to be generally desired.

I will now consider the other main division of complaints, viz., as to the insufficiency of the accommodation at certain stations, and as to the condition of parts of the line, and of some of the rolling stock.

1. The first complaint is that at the north-east platform at Enniskillen station there are no waiting-rooms to shelter from inclement weather, no urinals, no lavatory, and no water-closets.

With the exception of a lavatory, which is a luxury, and not a necessity, and which is usually provided only at important termini and large junction stations, this complaint is, in my opinion, reasonable. There is, no doubt, at times a large number of persons waiting on this platform, and though it is covered by a verandah roof, yet in driving rains and searching winds it must be much exposed, rendering some kind of waiting-room very desirable. A urinal, and a water-closet, at any rate for females, should also be provided.

2. The second complaint is that to some extent the same state of affairs as at Enniskillen obtains at other stations both on the Bundoran and main lines.

Under this head Mr. Jordan especially instanced Colloville, Fintona Junction, Victoria Bridge, Irvine's Town, and Londonderry.

I inspected nearly all the stations on the main line between Dundalk and Londonderry, and also those on the Bundoran Branch (which latter is only worked, but not owned by the Great Northern Company) and at the under-mentioned stations the accommodation was insufficient in the following particulars:—

MAIN LINE.

(1.) *Colloville.* No w.c. or urinal for men, and no waiting-room or w.c. for women.

(2.) *Clones.* No general waiting-rooms on island platform.

(3.) *Ballinamallard.* No waiting-room or w.c. for women.

(4.) *Trillick.* No waiting-room or w.c. for women.

(5.) *Fintona Junction.* No waiting-room or w.c. for women, and no w.c. or urinal for men.

(6.) *Victoria Bridge.* No w.c. or urinal for men.

(7.) *Londonderry.* Sanitary arrangements poor for an important terminus.

BUNDORAN BRANCH.

- (8.) *Kesh*. No accommodation either for men or women.
- (9.) *Pettigo*. No shelter on down platform.
- (10.) *Castle Caldwell*. No accommodation either for men or women.
- (11.) *Belleek*. No waiting-room or w.c. for women.
- (12.) *Bundoran*. Accommodation now very poor, but the station is about being re-built.

Mr. Jordan drew especial attention to the want of w.c. accommodation for third-class females, for whom at most of the stations there is at present no accommodation of the kind, as if it exists at all it is usually marked as being intended only for first and second class passengers.

With regard to this, it can hardly be expected that at the smaller stations two waiting-rooms and w.c's should be provided for women, but in these cases the waiting-room and w.c's should be open to all classes of females, and this the general manager promised should be arranged.

3. The third complaint was as follows: The slopes, permanent way, yards, sheds, approaches, even some platform and other porters are in many instances found to be not only in a slovenly but in a filthy condition.

I must say I saw nothing to justify this complaint, but with reference to it Mr. Jordan stated that he did not mean to apply the term "filthy" to the porters, and that the season of the year was unfavourable to my seeing the faults to which he drew attention.

4. The fourth complaint is that the third-class carriages in many cases are old, filthy, and otherwise uncomfortable; and with the exception of an odd carriage, and that only recently, are not, as in England and Scotland, upholstered; in fact, little regard is paid to the comfort of third-class passengers.

With reference to this, it was stated by the locomotive and carriage superintendent of the line, that the number of third-class carriages is now 147, and that of these about 80 have been built within the last 10 years; that, of the remaining 57, from 10 to 12 will be renewed each year; that although upholstered third-class carriages are not so common in Ireland as in England or Scotland, 25 (or about 17 per cent.) upholstered third-class carriages are now running on the line, and that the new carriages are all provided with stuffed seats and backs.

It does not appear to me that the company can be expected to do more than they are now stated to be doing for the gradual improvement of their third-class carriages. The condition of the third-class carriages which I had an opportunity of looking into seemed to me to be about the same as on other Irish and on some English and Scotch lines.

5. The fifth complaint is that there is no proper protection to the non-smoking traveller from smokers in third-class compartments.

In reply to this, the general manager stated that not only were compartments reserved for smokers, but that notices were placed in non-smoking compartments calling attention to the bye-laws on the subject.

In third-class carriages of the old pattern, which are open throughout, it is of course of no use to set aside a portion of the carriage for smokers, and it must therefore be necessary to run one new third-class carriage in every train, so as to render it possible to reserve one or more smoking compartments in each carriage.

6. The sixth complaint is that the company does not provide separate compartments for its workmen, but irrespective of their condition and their tools, they trespass on passengers who pay their way, often to their great annoyance.

In reply to this it was stated that workmen's carriages are always provided when large numbers of workmen are travelling on the line, and that in other cases special compartments are reserved for workmen.

It is difficult to see how this complaint can be otherwise dealt with, and if the instructions as regards workmen's carriages and compartments are strictly carried out, it ought to remove the cause of this complaint.

It appears therefore that with reference to the list of complaints last passed under review, there is certainly, as regards Nos. 1 and 2, need for improved accommodation on the island platform at Enniskillen, and at the other stations enumerated both on the main line and the Bundoran branch, and this accommodation the company should be urged to provide without unnecessary loss of time.

As regards No. 3, no action appears to be necessary. As regards No. 4, the cause of complaint seems to be in gradual course of removal; and as regards Nos. 5 and 6, the existing rules and practice of the company ought to be sufficient, if strictly carried out, to remove the causes of complaint under these heads.

I have, &c.

(signed) C. S. Hutchinson,

Major General, &c.

The Assistant Secretary,
Railway Department, Board of Trade.

In a note received from Mr. Jordan since the inquiry at Enniskillen, he informs me that instead of the cost of running a morning and evening train between Clones and Enniskillen, amounting to the large sum stated by the general manager, based upon a calculation of 2s. 7d. per train mile, he finds that it could be run, allowing a profit of about 25 per cent. upon the actual cost of coal, wages, oil, and sundries, for about 9d. per train mile, or at less than one-third of the cost of the general manager's calculation.

— No. 5. —

Great Northern (Ireland) Railway Company, to Board of Trade.

Complaints of Mr. Jordan, &c.

Great Northern Railway Company, Ireland,

Amiens-street Terminus, Dublin,

9 September 1891.

Sir,

With reference to your letter of the 12th June, General Hutchinson's Report of the 18th June, and relative communications, I beg to say that I deferred replying to you finally on this subject until after my Directors had made their periodical inspection of the line, and, having now done so, I am glad to inform you that the Company, so far as relates to their own line, will be able to give practical effect to most of the suggestions made by General Hutchinson.

General Hutchinson's suggestion as to stations on the Bundoran Branch have been referred to the Bundoran Company, the owners of that line.

With regard to the extra train service suggested between Clones and Enniskillen, my Directors regret that, in view of the receipts derived from these trains when formerly run, and the limited extent of public convenience to be afforded thereby, they do not feel justified in incurring the expense to which the Company would be subjected in providing such extra daily service, but being desirous of meeting as far as they possibly can the wishes of all the districts served by this Company, my Directors instruct me to state that they will attach a passenger carriage to the goods train which leaves Clones for Enniskillen between 7 and 8 o'clock in the morning, and they have reason to believe that such an arrangement will be regarded as reasonably satisfactory.

I am, &c.

(signed) Henry Pious,
Secretary.

The Assistant Secretary,
Railway Department, Board of Trade,
London, S.W.

— No. 6. —

Board of Trade to Great Northern (Ireland) Railway.

Board of Trade (Railway Department),
London, S.W., 23 September 1891.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 9th instant with reference to the Report made by Major General Hutchinson, C.B., R.E., after his inspection of the Great Northern (Ireland) Railway, and inquiry respecting the complaints urged by Mr. Jordan, M.P.

In reply, I am to express the regret of the Board of Trade that the Company do not see their way to afford the additional train accommodation recommended by General Hutchinson, except to the modified extent of attaching a passenger carriage to the goods train leaving Clones for Enniskillen between 7 and 8 a.m., and to point out that it is doubtful whether this arrangement will be practicable when the regulations with regard to mixed trains come into force.

I am, &c.

(signed) *Courtenay Boyle*.

The Secretary of the
Great Northern (Ireland) Railway Company.

— No. 7. —

Board of Trade to Mr. Jordan, M.P.

Board of Trade (Railway Department),
London, S.W., 23 September 1891.

Sir,

WITH reference to the Report made by Major General Hutchinson, C.B., R.E., concerning your complaint as to the (1) condition of the line and rolling stock; (2) the insufficiency of the accommodation; and (3) the inadequacy of the train service between Dundalk and Londonderry, and Enniskillen, on the Great Northern (Ireland) Railway, I am directed by the Board of Trade to transmit to you the enclosed copy of a reply from the Company, to a communication addressed to them on the subject, together with a copy of a further letter from this Department in the matter.

I am, &c.

(signed) *Courtenay Boyle*

J. Jordan, Esq., M.P., &c., &c.,
High street, Enniskillen.

*No. 5.**No. 6.*

GRANT NORTHUMB (IRELAND) RAILWAY

COST of the Extension of Railway by the Board of Trade, and of the Alterations relative to the Condition of the Line and Rolling Stock, the Inefficiency of the Administration, and the Insufficiency of the Train Service from Newcastle to Durham and Consett, viz. Newcastle, on the Great Northern (Durham) Railway.

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[See Michael North Report.]

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Order 2 no.